

### **AMENDMENTS TO THE SPECIFICATION**

Please replace the paragraph that begins on page 7, line 4, with the following replacement paragraph:

-- Via a connection line 30, the first hollow chambers 26 of the panels 18 are in flow connection with the second hollow chambers 32 which are provided in the floor panels 34 of the cargo hold door 24. The floor panels 34 are extruded profile elements similar to the panels 18 of the floor 20. The second hollow chambers 32 in the example illustrated end into the aircraft fuselage 10. Figure 1 shows feed lines 33 and 35, respectively, for connecting the first and second hollow chambers 26, 32 to the engine for receiving hot bleed air. --

Please replace the paragraph that begins on page 7, line 21, with the following replacement paragraph:

-- In the areas between the supports 36, a layer of insulation material 42 is applied to the lower side of the panels 18 which is considerably thicker than the layer 40 of rigid insulation material. The insulation material 42 does not need to be rigid because it does not have to withstand pressure. The insulation material 42 can, for example, be elements made from polyurethane foam or any other foam suitable for heat insulation which are stuck onto the panels 18. It is also possible to incorporate the layer of insulation material 42 with the panels 18 during the extrusion process so that it forms one part with the panels 18, for example by means of co-extrusion. In order to further improve the insulation properties of the layer of insulation material 42, the outer side of

the insulation material 42 which is not in contact with the panels 18 can be covered with a layer 44 of highly reflective material. If desired, as shown in figure 2, conventional electrical heating mat 43 can also be positioned above or below the panel hollow chambers 26. Furthermore, electrical heating coils or wires 47 can be placed within the hollow chambers 26 to deliver more heat to the flow of waste air. --

Please replace the paragraph that begins on page 8, line 17, with the following replacement paragraph:

-- As is clear from the above functional description, both the floor 20 and the floor panels 34 of the cargo hold door 24 are heated to a pleasant temperature by the warm electronics waste air. If the electronics waste air available is insufficient with regard to temperature and quantity for the heating of the floor 20 and/or the floor panels 34, hot engine bleed air can be admixed. If desired, as shown schematically in figure 3, a ventilator 39 may be used to generate a forced flow through the first hollow chambers 26. --